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Your ref: 3/2026/0423
Our ref: D3/2026/0423
Date: 29 June 2026

For the attention of Lucy Walker

Planning Application No: 3/2026/0423

Proposal: Proposed creation of a synthetic turf pitch with fencing, floodlighting, access path, changing block, and the extension and formalisation of the existing car park and ancillary equipment.

Location: Langho Sports and Social Club, Northcote Road, Langho BB6 8BE

Having reviewed the documents submitted Lancashire County Council acting as the highway authority makes the following comments.

Summary

The National Planning Policy Framework (NPPF) states that 'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios' (Paragraph 116).

Having reviewed the documents submitted, Lancashire County Council acting as the local highway authority does not raise an objection regarding the proposed development and concludes that there are no highway grounds to support an objection as set out by NPPF. However, the following comments should be noted and conditions and informative notes applied to any formal planning approval granted.

Comments

Site planning history

The highway authority has been unable to find any previous planning applications for this site.

Development

The proposed development is for the creation of a synthetic turf pitch with fencing, floodlighting, access path, changing block, and the extension and formalisation of the existing car park and ancillary equipment. The synthetic turf pitch will replace an existing natural grass pitch and will not provide an additional facility. The highway authority also notes proposed minor amendments to the site's access onto Northcote Road.

Site access

There is an existing vehicular access onto Northcote Road. Minor widening of this access is proposed which would allow two vehicles to pass within the entrance and so prevent vehicles from waiting on Northcote Road, where they could cause an obstruction at peak times.

The construction of the amended access onto Northcote Road will need to be carried out under a legal agreement (Section 278) with Lancashire County Council as the highway authority. Works should include, but not be exclusive to, the construction of the access to an appropriate standard, including a minimum width of 5.5m, dropped kerbs across the full width with taper kerbs at both ends, delineation of the extent of the highway network by flush set kerbs along the back of the footway and a street lighting assessment.

If planning approval is granted the developer is advised to contact Lancashire County Council as soon as possible to start the Section 278 process and should not wait until condition discharge stage. Due to the high volume of agreement submissions currently being received by the county council this process can take at least six months to complete. No works should be undertaken within, or which affect, the highway network maintained at public expense without the necessary agreement first being in place in order to prevent legal action from being taken against the developer.

Development use

A Transport Assessment (TA) (ref R-TA-31273-01-0 dated May 2026) prepared by JPP Consulting Ltd has been submitted in support of this application, which includes proposed usage of the improved pitch, projected car parking demand, projected trips generated and alternative means of transport from private cars.

Section 4.1.1 of the TA states that the following configuration will be provided on the artificial turf pitch:

- 1 x 11v11 pitch (91m x 55m);
- 1 x 9v9 pitch (73m x 46m);
- 2 x 7v7 pitch (55m x 37m); and,
- 4 x 5v5 pitch (37m x 25.5m).

Paragraphs 5.2.2.1 and 5.3.1 state that the artificial grass pitch will be available for community use on weekdays, mainly evenings, as well as used by the football club.

Traffic generation

Section 5.3 and Appendix D of the TA outline the additional traffic movements likely to be generated when all 5 a side pitches are in use, including likely peak parking demand (paragraph 5.3.7). The highway authority does not dispute the analysis submitted.

There is no reference in the TA to the site being used for competitions or tournaments which can generate significant numbers of vehicle movements and parking demand. If the intention is to hold competitions or tournaments then further information should be provided.

Car & cycle parking

According to the information submitted, there are 34 existing on-site car parking spaces, which will also be available when the site is in use by the community.

Section 3.3 of the TA illustrates the residential catchment areas within a 15 minute walking distance of the site. There is a continuous footway along the western side of Northcote Road between Longsight Road and Old Langho Road, although this is narrow for much of its length, with infrequent street lighting and mainly subject to a national speed limit of 60mph. The highway authority also notes that it is at least 1km between the site and Old Langho, and further still to Brockhall Village. Although some site users may walk, particularly from the residential area to the south of Longsight Road, the highway authority considers it likely that pedestrian movements will be low given the speeds and high volume of traffic on the A59, the rural and high speed nature of Northcote Road and the distance to residential properties to the north, bearing in mind the targeted age range of evening time users.

There are two bus services with bus stops on Longsight Road which could potentially be used to access the site. These are Service 22 Clitheroe – Shadsworth, a commercial service operating half hourly until 23:42, and Service 280 Preston – Skipton, a subsidised service operating hourly until 19:42. So, although travel by public transport is possible, the timing of buses will not necessarily coincide with the timing of sessions, taking into account the walk between the bus stops and site.

Whilst the TA states that the site can be accessed by cycle no cycle storage facilities have been proposed. The highway authority does not think it likely that users of the site will cycle, particularly during the winter months or periods of bad weather given the high speed and unlit nature of most of the route to the site access from the junction with the A59. However, if the applicant wants to encourage sustainable transport then secure, covered storage for at least five cycles should be provided. This can be controlled by condition. The applicant should note that Sheffield stands would not be considered appropriate.

Given the above, the highway authority considers it highly likely that customers using the new pitch will travel by car, particularly as some of the intended users, eg youth/junior football groups, are unlikely to travel independently.

The existing car parking area is proposed to be extended to the west to create an additional 17 spaces with three disabled parking bays to the east of the existing building, giving an overall total of 54 parking spaces. However bays 35 and 36 only have 5m manoeuvring space and not the minimum 6m recommended for perpendicular bays. The highway authority therefore considers that only 52 parking spaces would be available. Based on the additional parking demands likely to be associated with the new pitch's use the highway authority considers that sufficient on-site parking can still be provided.

The TA refers several times to the car parking spaces being delineated, although no details have been provided on how this will be achieved given that the car park surface is unmade. Further details can either be provided prior to determination or be controlled by condition.

An informal turning area is proposed adjacent to bays 34 and 35. This would need to be signed so that it is always kept clear and available for manoeuvring.

Floodlighting

The artificial grass pitch is proposed to be floodlit to enable evening and winter time use. The flood lights should be designed and located so that any external source of lighting is effectively screened from the view of a driver on the adjoining public highway, or exiting from neighbouring properties. This is to avoid glare, dazzle or distraction to motorists.

Surface water drainage

Planning approval relates only to the powers under the Town and Country Planning Act including the recommendations of the Lead Local Flood Authority. It does not provide any consent or approval under other act, enactment, bylaw, order or regulation including the highway adoption under section 38 of the 1980 Highways Act, the surface and foul water adoption under section 104 of the Water Industry Act 1991 or the Land Drainage Consent to discharge water into a water course under the Land Drainage Act 1991 etc.

Surface water from the artificial grass pitch is proposed to be discharged into the ditch on the western boundary which feeds into a watercourse. The applicant would need to apply to Lancashire County Council, as the Lead Local Flood Authority, for consent to discharge water into a watercourse. Any planning permission granted does not provide consent or approval under any other act, enactment, bylaw, order or regulation. The Flood Risk team can be contacted on SUDS@lancashire.gov.uk and any correspondence should include the planning application reference. Further information regarding Ordinary Watercourse Consent is also available on the county council's website at the following link:

[Accessing advice about an application for ordinary watercourse consent - Lancashire County Council](#)

Construction phase

A Construction Method Statement (CMS) including site plan will need to be submitted as the site is a greenfield site. The CMS should include, but not be limited to, on-site parking, wheel washing facilities, means of mechanical road sweeping, swept path for HGV delivery vehicles to enter and leave in forward gear, earth stockpiles and/or removal following excavations etc. This can be controlled by condition.

Conclusion

To conclude, Lancashire County Council acting as the local highway authority does not raise an objection regarding the proposed development and are of the opinion that the proposed development is unlikely to have a significant impact on highway safety, capacity or amenity in the immediate vicinity of the site. However, the following conditions and informative notes should be applied to any formal planning approval.

Conditions

1. No development shall take place, including any works of clearance, until a Construction Method Statement including site plan has been submitted to and approved in writing by the Local Planning Authority. The approved statement shall be adhered to throughout the construction period. It shall provide for:
 - i) The parking of vehicles of site operatives and visitors
 - ii) The loading and unloading of plant and materials
 - iii) The storage of plant and materials used in constructing the development
 - iv) Wheel washing facilities and means of mechanical road sweeping

- v) Measures to control the emission of dust and dirt during the development
- vi) A scheme for recycling/disposing of waste resulting from clearance and construction works
- vii) Details of working hours
- viii) Measures to ensure that construction and delivery vehicles do not impede access to neighbouring properties.

Reason: In the interest of highway safety.

2. No part of the development hereby approved shall be used until all the highway improvement works to the site access on Northcote Road have been constructed and completed in accordance with a scheme that shall be submitted to and approved by the Local Planning Authority in consultation with the Highway Authority. Works shall include, but not be exclusive to, the construction of the amended access to an appropriate standard, including a minimum width of 5.5m, dropped kerbs across the full width with taper kerbs at both ends, delineation of the extent of the public highway network by flush set kerbs along the back of the footway and a street lighting assessment. Reason: In the interest of highway safety.
3. Notwithstanding the documents submitted a minimum of 52 adequately sized car parking spaces and associated manoeuvring space shall be provided, marked out and signed in accordance with a scheme which shall be submitted to and approved in writing by the Local Planning Authority. The car parking shall be made available in accordance with this scheme prior to first use of the approved development and retained for the lifetime of the development. Reason: In the interest of highway safety to ensure that adequate levels of parking and manoeuvring are provided on the site.
4. Prior to first use of the approved development a scheme for secure, covered cycle storage for at least five cycles shall be submitted to and approved in writing by the Local Planning Authority and implemented in accordance with the approved scheme. Reason: To support sustainable forms of transport.
5. Any external source of lighting shall be effectively screened from the view of a driver on the adjoining public highway. Reason: To avoid glare, dazzle or distraction to passing motorists.

Informative notes

1. The grant of planning permission will require the applicant to enter into an appropriate legal agreement (Section 278), with Lancashire County Council as the Highway Authority prior to the start of any development. For the avoidance of doubt works shall include, but not be exclusive to, the construction of the amended access to an appropriate standard, including a minimum width of 5.5m, dropped kerbs across the full width with taper kerbs at both ends, delineation of the extent of the public highway network by flush set kerbs along the back of the footway and a street lighting assessment. The applicant should contact the county council for further information by telephoning the Development Control Section (Area East) on 0300 123 6780 or by email on developeras@lancashire.gov.uk, in the first instance to ascertain the details of such an agreement and the information to be provided, quoting the relevant planning application reference number.

2. Under Section 23 of the Land Drainage Act 1991, as amended by the Flood and Water Management Act 2010, there is a legal requirement to obtain consent from Lancashire County Council, as Lead Local Flood Authority, prior to undertaking certain works on ordinary watercourses. This applies to permanent and temporary works, including repairs and maintenance, whether the watercourse is open or culverted (piped or enclosed). This requirement applies regardless of any planning permission. Further guidance, policies, application checklist, and pro-forma are available at: <https://www.lancashire.gov.uk/flooding/ordinary-watercourse-regulation/>

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